THE MASTER JUMPMASTER UPDATE

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WHAT IS THE SERVICIABILITY OF THE UNIVERSAL STATIC LINE

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As a Jumpmaster, you must know what makes a particular item of equipment serviceable or unserviceable. At the Departure Airfield there has been some confusion as to what makes the Universal Static Line unserviceable.

When inspecting the Universal Static Line, ensure that it has no cuts, tears, burns or **excessive** frays. In this article we will look at the difference between these deficiencies.

The first deficiency is a cut in the Universal Static Line. The picture below shows a cut in the Universal Static Line. A cut in the Universal Static Line can occur anywhere; however, the portion of the Universal Static Line that rides on the paratroop door is the portion where the cut is likely to appear.**(SEE FIGURE 1 BELOW)**

FIGURE 1

The next deficiency we will discuss is a burn in the Universal Static Line. Burns in nylon webbing occur when there has been nylon to nylon contact creating friction between two items of equipment.

A burn in the Universal Static Line will create rough texture or glassy appearance from the searing of the threads that comprise the Universal Static Line.

The Burn can be concentrated or distributed across several inches of the Universal Static Line. **(SEE FIGURE 2 BELOW)**

FIGURE 2

In addition to a burn there sometimes maybe a glossy appearances that may appear on the Universal Static Line that may look like a burn. However, this does not make the Universal Static Line unserviceable by its self. This is sometimes left on the Universal Static Line by the coating of the retainer bands or it is the actual coating of the Universal Static Line which makes it more resistant to cuts and frays.

The next deficiency we will concern ourselves with is a tear in the Universal Static Line. Tears occur when the tensile strength of the particular item of equipment has been exceeded. **(The definition of tensile strength is the strength of material expressed as the greatest longitudinal stress it can bear without tearing apart) Note: the tensile strength of the Universal Static line is 3,600 lbs (SEE FIGURE 3 BELOW)**

FIGURE 3

The final deficiency we will discuss is an excessive fray. A excessive fray is defined as a thread in the Universal Static Line pulled up to form a loop or it has been pulled up to the point where it separates away from the Universal Static Line.

We will look at both a fray which does not make the Universal Static Line unserviceable, and an excessive fray which does make the Universal Static Line unserviceable. The picture below is an example of a fray take note of the fuzzy appearance of the Universal Static Line **Note:** This does not make the Universal Static Line unserviceable.**(SEE FIGURE 4)**

FIGURE 4

The next photo depicts an excessive fray, take note of the thread where it begins to loop, separating from the surface of the Universal Static Line. **(SEE FIGURE 5 BELOW)**

FIGURE 5

An extra Item of equipment to be aware of when inspecting the Universal Static Line is the 5 foot Universal Static Line Extension. **(SEE FIGURE 6 AT RIGHT)**

FIGURE 6

In the picture above the girth hitch between the 5 foot Universal Static Line Extension and Universal Static Line is being inspected **Note:** the upper loop portion of the Universal Static Line is being inspected for any cuts, tears, burns or **excessive** frays. The cotton buffer can not be cut, torn, or frayed at all.

FIGURE 7

Figure 7 is a Universal Static Line that is dirty due to use. It is not burned, cut, or otherwise unserviceable.

The preceding pictures and figures were examples of what the deficiencies you may possibly encounter while at the departure air field. Proper knowledge and understanding of these deficiencies will minimize delays and ensure Jumper safety.

Once you encounter an unserviceable Universal Static Line you need to take that parachute to a rigger who will instruct you to place that parachute in the Aviators Kit Bag, ensuring you turn the Aviators Kit Bag inside out. Then the rigger will mark the Aviators Kit Bag with a shoe tag.

The following items should be placed on the shoe tag: Name of Deficiency, name of the Jumpmaster who found the deficiency, Unit and phone number of the Jumpmaster. Then turn the Aviators Kit Bag back into the Parachute Issue Team.

NOTE: As a Jumpmaster / Officer / NCO you are <u>NOT</u> authorized to cut the Pack Closing Tie on the Parachute if you find any deficiencies. Use the previously discussed procedures as outlined.

USING THE VEHICLE INSPECTION CHECKLIST

SSG (P) Walter E. Kirk Jr.
AMO Instructor

During ORS inspections we are constantly being ask how we know that our vehicles are airworthy. The answer to this question is simple if you use the Vehicle Inspection Checklist found in Chapter 4, Annex A, Appendix 4 of the 82nd Abn Div RSOP.

This checklist outlines basic preparations that should be accomplished prior to an air land or airdrop mission.

The first section deals with vehicle operation and maintenance. Ensure the vehicle will start and run.

Make sure that the tires are properly inflated and are not worn out. This also includes the spare tire. There should be no fuel, battery, or break fluid leaks. Verify that there is ½ tank of fuel or less for channel moves and ¾ tank of fuel or less for chapter 3 moves. Check to ensure that there is no dirt under the chassis of the vehicle. This includes the wheel well area.

Ensure the fuel, radiator, and battery caps are present and serviceable.

Make sure the battery terminals are protected by rubber boots or tape pressure sensitive adhesive, olive cloth (commonly referred to as 100 mph tape) in an X-configuration on the terminal.

(SEE FIGURES1 AND 2 BELOW)

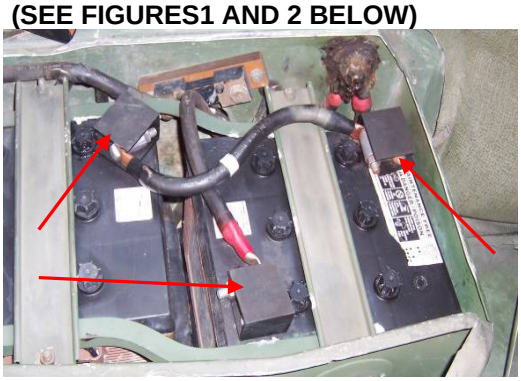

FIGURE 1 (RUBBER BOOT)

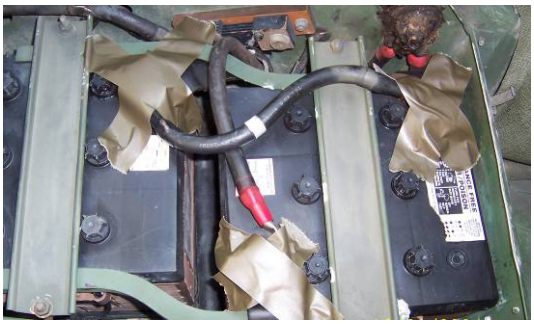

FIGURE 2 (X-CONFIGURATION)

Ensure the lifting shackles located on the bumpers are present with serviceable castellated nuts and cotter pins. Also check to make sure the lifting shackles move freely and the tow pintel hook with cotter pin rotates 360 degrees.

The next section addresses the preparation for air movement. Do not exceed the cross-country load capacity of the vehicle. You may reference your –10 manual or Chapter 4, Annex A, Appendix 1 of the 82nd Abn Div RSOP to find out the maximum cross country load.

Secure the secondary cargo with 50 feet of ½ inch non-nylon rope, 15 foot Dacron cargo tie-down straps with 10,000 lb load binders, or CGU-1/B cargo tie-down straps. You must have at least 7 tie-down devices per vehicle.

Ensure that CGU-1/B and 5,000 lb CAP are stenciled on the nylon webbing. **(SEE FIGURE 3 BELOW)**

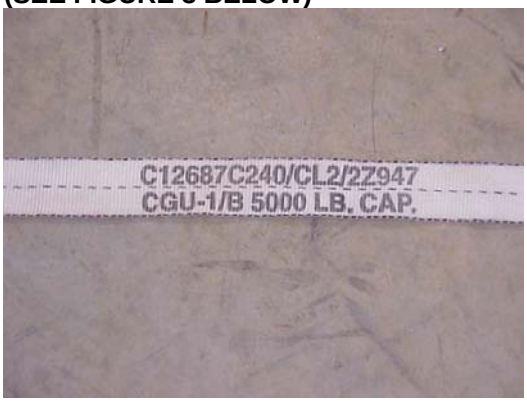

FIGURE 3

Securely fasten the pioneer tool latches with gutted type II or type III nylon cord. Ensure that your fuel cans are marked and labeled IAW TM 38-250, Attachments 14 and 15. The fuel cans must be painted for the type of fuel that they contain: yellow for JP-8 or Gas Oil, red for Gasoline, or blue for Kerosene. (**SEE FIGURE 4 BELOW)**

FIGURE 4

Place a 2 x 10 inch piece of tape pressure sensitive adhesive, olive cloth over each axle for the axle weight marking. Also place two pieces of tape pressure sensitive adhesive, olive cloth in a T configuration near the center of balance on both sides of the vehicle. **(SEE FIGURES 5 AND 6 NEXT PAGE)**

FIGURE 5 (AXLE WEIGHT MARKING)

FIGURE 6 (C/B MARKING)

Leave these markings blank because they will be filled out when your vehicle crosses the scales at the A/DACG.

Place a blue chalk card for airdrop or a white chalk card for air land vehicles. Have the following information on the chalk card: units, gross weight, chalk, and bumper number.

Check your fire extinguisher to ensure that it is either in a serviceable designed rack or a six-sided wooden box. If a six-sided wooden box is used make sure all previous markings are obliterated and it is properly marked and labeled IAW TM 38-250 Attachments 14 and 15. **(SEE FIGURE 7 BELOW**)

FIGURE 7

If the fire extinguisher is placed in a designed rack, secure it with type II or type III nylon cord gutted. **(SEE FIGURE 8 BELOW)**

FIGURE 8

All additional hazards must be marked, labeled, and certified IAW TM 38-250. Also ensure that you have the proper shoring for your vehicle. The minimum dimension for any shoring is 2 feet X 2 feet X ¾ inches thick but may be larger as required.

The third section is used for any trailers that you may have. You must have the trailer clean inside and out. Ensure that you have one 2 feet X 2 feet X ¾ inch shoring for the tongue of each trailer. **(SEE FIGURE 9 BELOW)**

FIGURE 9

You must have 7 tie-down devises or 50' length of ½ inch non-nylon rope. Secure all secondary cargo as needed. Check to see that all hazardous materials are labeled, marked, and certified IAW TM 38-250.

Section D gives guidance for your load packet. Verify that you have two load cards per vehicle, one will be filled out in pencil and one will be left blank. You must have two vehicle inspection checklists, and one must be filled out in pencil, signed and dated by a current and qualified AMO representative.

Have four chalk cards per vehicle, two blue and two white. Check that you have twelve blank SDDG's per vehicle.

There will be three ammo/supply issue cards. Fill one out when ammo is drawn.

Make sure you have three hazmat lists. One will once again be filled out in pencil while the other two are left blank

Finally have two DD form 2133s to use as a guide for preparation for air movement.

If you use the Vehicle Inspection Checklist to prepare your vehicles you can prevent any delays at the departure airfield.

The AMO committee is currently located in BLDG W-1335 on Pope AFB. Anyone needing assistance with Air Movement Operations should come by or call the United States Army Advanced Airborne School at 396-9023 or 432-5601.

Reenlistment Tandems

SFC Fleming
COMMITEE CHIEF

The USA AAS All-American Free Fall Team is prepared to offer a Tandem Parachute jump as a reenlistment option for 1st term soldiers who reenlist PDA and remain in the 82D Airborne Division. Troopers will have up to one year after their reenlistment date to complete their tandem jump.

Tandem Jumping is a great way to experience the thrill of freefall skydiving with the safety of being attached to an expert parachutist.

If you choose to participate, some training will be required. The entire event will only take a few hours of training to actually jump.

Any questions, please contact your Battalion Reenlistment NCO or the USA All-American Freefall Team POC CPT Reed or 1SG Hinton at 910-432-0662/0761.

ASK A JUMPMASTER

To test your JM knowledge, and stimulate conversation about airborne procedures, we will periodically publish a short quiz with questions that relate to or are about airborne procedures.

Most questions will be from the ASOP and other airborne manuals. Some of the questions may require some imagination in researching or finding out the answer. The answers will be published in the subsequent newsletter. Good luck and if you get stuck, ask a Jumpmaster.

1. What are the dimensions of an A-Series container that is rigged to hold Four Stinger Weapons Systems?

2. During an airborne operation, who are the only personnel authorized at the site of a serious incident?

3. What is the center of balance for passengers on board a C-5 Galaxy?

4. To prolong pallet life the HCU-6/E Air Cargo Pallets should be limited to what weight?

5. At a minimum how many copies of the Shippers Declaration for Dangerous Goods must have the red hash border?

***********Jumpmaster Bonus************
When conducting in flight rigging on a C-141B Starlifter what items should be placed inside an aviator's kit bag to serve as a safety kit?

*****************AMO BONUS****************
Grandfathered ammunition is ammunition packaged prior to what date?

The answers to last month's quiz:

1. Is the Number one jumper required to have a two second interval when exiting A- series containers? **NO**

2. What is the Form Number for the Strike Report? **AF IMT 4303**

3. What is an exempted quantity? **Small amounts of hazardous material that meet the criteria of Attachment 19.2 in TM 38-250**

4. How many pallet positions are on a KC-10 A Extender, configuration code B? **22**

5. What is the name of the newest K-loader in the Air Force inventory? **Halverson Next Generation Small Loader (25K)**

***********Jumpmaster Bonus************
What does the acronym ALCE stand for? **Airlift Control Element**

*****************AMO BONUS****************
What is the emergency response number for class 7 radioactive materials? **ARMY (703) 697-0218**

The Master Jumpmaster Update is a periodic publication produced by the Cadre of the Advanced Airborne School. Please direct any comments or questions to the Cadre of the United States Army Advanced Airborne School at 396-6581/9023.

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ALL THE WAY!